Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 815 **Const Calendar Day:** 388 **Date:** 27-Jun-2013 Thursday
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

In the afternoon (on OT), ABF laborer Ignacio Garcia and Intern Brett Clark layout the locations of the test rig anchors on the slabs for Test Rigs #1 through #4. This is approximately 1 hour of work.

ABF Engineer Ankur Singh works in the field (warehouse) for the cutting and grinding of the 2008 rods and also works in the office on various CCO 314 issues.

In the afternoon, ABF does CCO 314 work to prepare previously removed samples of 2008 rods for testing. ABF Engineer Ankur Singh coordinates with the ABF ironworkers to do this work. Prior to this afternoon CCO work, ABF ironworkers are doing other CCO work to move supplemental cable bands from the warehouse to the storage yard. When they are done with this work, they are available to do the CCO 314 work.

From the 2008 rods, there are 63 cut tails/ends that were removed to accommodate the alternate shear key anchorage. We discuss the work starting at 1230 after the lunch break ends, cutting starts about 1330, and Ironworkers Bob Russell and Barry Rothman work on this CCO until the end of the shift at 1730. They use the warehouse bandsaw to cut the end of the rods to square off the end from the field portable band saw rough cut. They use a grinder to remove the galvanizing from the other end of the rod. This is light grinding and only removes the galvanizing while leaving the Dyson rod ID stamps intact and readable for most of the rods. Also, after a portion of the cutting and grinding is complete, I request that they also grind the band saw cut end, because while the cut is straight, it has serrations from the sawing and needs to be smoother for the planned testing. By the end of the shift, almost all of the band saw cutting is complete, but a lot of the grinding work remains. They plan to complete the work tomorrow morning.

The agreed extra work with ABF is as follows:
Engineer Ankur Singh - 8 hrs Reg, 2 hr OT (note: ABF Engineers are only paid 40 hrs a week, with no OT, but extra/OT hours were worked today)
Intern Brett Clark - 1 hr. OT
Laborer Ignacio Garcia - 1 hr. OT
Ironworker Foreman Bob Russell - 3 hrs Reg, 2 hrs. OT
Ironworker Barry Rothman - 3 hrs Reg, 2 hrs. OT
Pickup Truck - 10 hrs
Bandsaw - 5 hrs
Grinder - 5 hrs

Radios (5 each) - 22 hrs
See the attached Extra Work Order - Signed with ABF for CCO 314 work

ITEM 52 FURNISH STRUCTURAL STEEL (BRIDGE)(TOWER);
ITEM 55 FURNISH STRUCTURAL STEEL (BRIDGE)(BOX GIRDER);
MISCELLANEOUS BOLTS FOR VARIOUS PORTIONS OF THE BRIDGE;
HIGH STRENGTH FASTENER ASSEMBLY PRE-INSTALLATION TESTING:

At Pier 7 Warehouse, test rotational capacity, minimum tension verification, and inspection torque for high strength bolt assemblies from 1330 to 1500 for 1.5 hours. CT witness by Bob Brignano; ABF Engineer is Kelvin Chen. The equipment is the Bolt Testing Conex ABF ID 002079 and the Skidmore Model HT 4000 ABF ID 000612. Testing is for 4 rocap lots of 1" diameter assemblies. See the attached Bolt Test Form for details of the testing.

Note that originally, there were 2 other rocap lots of 1" diameter assemblies planned for testing, but the shipment quantity from LeJeune was too small for onsite QC testing (rotational capacity, minimum tension verification, and inspection torque) to leave enough for installation in the field. ABF has no current plans to use these rocap lots, so we skip testing of these rocap lots for now. ABF has pulled these rocap lots out of the area where most assemblies are stored (protected storage in the bolt barn) and kept these assemblies in the bolt testing conex. These rocap lots will be tested in the future if their use becomes necessary.